

MOGUL LIFTED LIKE FORD BY SHIP CRANE

**Locomotive Starts Right
Off When It Feels
French Track**

RAILROAD SETS ARMY PACE

**Forty Thousand Men Keep 1,500
Engines, 5,000 Cars Moving
from Ocean to Trenches**

Out of the holds of ocean liners moored in docks at French ports the claws of giant cranes are lifting 150-ton locomotives and swinging them onto tracks. Blue-overalled men climb into the cabs of those locomotives, water pours into their boilers, fires blaze under the steam tubes, throttles are pushed open and moguls from American trunk lines start for the middle of France before the change of the tide that laps the dock piling. It is as simple as running an automobile out of a box car and starting it away under its own power.

Forty thousand American soldiers and 1,500 American officers today are operating one thousand American locomotives and five thousand American freight cars—as big as the tunnels of the country will give clearance—over 5,000 miles of railway track in France.

And in July one year ago two men sat at a table under the trees along a railroad in a city of France talking over the plans for the American Army's railroad-to-be in France.

Today the railroads that grew out of those plans are hauling every day a load of 60 pounds for every soldier of the American Army in France—hauling a load for every man as heavy as his marching pack, and doing it every day in the year.

All the Rail Stars

Sitting at desks in a certain stone building in France—in a barracks, in rooms where French soldiers sleep—are a hundred or more men whose names were at the top of the roll of peace-time America's railroad achievements. General superintendents, traffic managers, terminal superintendents, presidents and vice presidents, chief engineers, freight, passenger, traction and maintenance experts, are assembled in the railroad of a year's creation, working in Army anonymity for a road whose letter-heads carry no lists of executives. The doors of their offices bear the titles of general and colonels, majors and captains and lieutenants. Behind them they left five-figure salaries. A modest lieutenant colonel was the manager of an American city, a peace-time job that paid him \$15,000 a year because he refused to take more.

And night and day along the 5,000 miles of track—more than the main lines of the Pennsylvania—the 40,000 soldiers of the Army Transportation Department go on with their regular jobs. They are pushing shell-laden cars up to the farthest railroad under the cover of night. They are coaling laboring engines and loaded trains up steep grades and through tunnels all the way from the ocean to the Army centers up along the rivers with famous names.

All Depends on the 40,000

Quartermaster and ordnance supplies, the baggage of every officer and man, the steel girders, the timbers, the concrete and the coal for the work up ahead, are all dependent on the work of the 40,000. Half of the 40,000 are at work along the huge docks at the new ports the American Army has created in France.

And these railroad men a year ago were at the throttles, on the tenders and the "crummies" of freight trains moving past the snow lines over the Rockies, on the transcontinental trunk line flyers, running through the plains of Texas and the woods of Oregon or Maine; in the classification yards of Cleveland, Chicago, Kansas City and New York; in the roundhouses of Pittsburgh and Omaha and New Orleans.

Today they are soldiers, and more than in name only. They learned in the unwritten but stern code of practical railroad all about orders. They had been used to making out orders and acting on them for years.

Unloading 63 Ships at Once

The world has already been told how 30 ports with miles of docks, gigantic unloading machinery, warehouses and cold storage plants, are being brought into being, so that 63 big ships can be unloaded simultaneously. In some harbors where the huge docks are not yet built, in channels lighters must be used. A record of unloading 30,872 tons in one day was recently made at one of the ports. An unloading crane, one that was standard on the Great Lakes for handling mountains of ore between vessels and railroad cars, was re-designed with a crane in capacity for work of almost one-third.

So fast are vessels now unloaded and started on their return journey that there are now in the holds of big liners tons of railroad iron and steel, used as ballast, that have traveled back and forth over the Atlantic seven or eight times. Time can't be spared to unload it, and anyway its use as necessary ballast is probably as urgent as the use for which it was destined in France.

The time saving extends to the freight cars and locomotives. By the American car checking system officers know always where any particular car is at any time of the day, what it is loaded with, and when it will be available for new use.

French Lines Enlarged

To work efficiently the Transportation Department has had to enlarge many existing French lines and terminals, lay 100-pound rails instead of the 60 and 80-pound ones of some of the French lines, and establish big shops. An American car-building company has built a huge plant in France where it is erecting freight cars for the government at actual cost. The wheels, beams and other parts of the cars come over "knocked down."

One freight yard established in France has 257 miles of sidings and this will be dwarfed by another which will have 400 miles. The railroad officers say they found the physical condition of the French railways they took over remarkably good considering the war use they had seen. More than 1,000 miles of new tracks were laid to connect up existing French lines which had to be changed for big locomotives, and 80-ton cars, instead of ten-ton ones. The use of air brakes, standard on American equipment, was amazing to French railroad men of the old school. Special water tanks had to be constructed for the big locomotives. Scoop water troughs between the tracks are to be built. Trains of unheard of length are being sent over French lines, and tunnel clearances are about the only limit to the possibilities of improving service.

FRIEND STEVEDORE

We don't pack no gat or rifle, we don't juggle pick or spade. Nor go stunnin' peevish Germans in no dashing' midnight raid; But we hit the warehouse early and we quite the warehouse late. And there ain't no G.O. limits on the speed we truck the freight. We don't hike along the roadway in them iron derby hats. While the shrapnel punctuates the breeze and gas floats o'er the flats; We just dodge the fullin' cases and we slap them buck on high. For it's just a pile o' pillin' in the Service of Supply.

No, we ain't no snappy soldiers, and our daily round of drills Includes a lot of movements minus military thrills; But we drill them bloomin' boxcars, double timin' on the bends, And we slam them full of boxes till they're bulgin' at the ends. We ain't sniped no Fritzis snipers, and we ain't wrecked no tanks, And we don't go dashin' forward with the ever-thinnin' ranks. But some night we gets an order for a shipment on the fly. Then we plug right through till mornin', in the Service of Supply.

We ain't had no dugout movies, nor a Charlie Chaplin laugh; We ain't got no handkerchief with his name and nifty star, Nor a brave and fearless captain with a flashing sword and gun. To yell, "Now, up and at 'em, boys! We've got 'em on the run!" We ain't soaring round in biplanes punching holes in Boche balloons, Nor corraling frightened Fritzies by battalions and platoons. But when they yell, "Rush order!" then we get around right spry; For the boys are up there waitin'—on the Service of Supply.

C. C. SHANFELTER, Sgt., S.C.

SOUR GRAPES DIET FOR GERMAN PRESS

**Newspapers Find Cause
for Rejoicing in Reduc-
tion of Salient**

ALMOST GLAD TO GET OUT

**St. Mihiel Is Abandoned "Without
Losses Worth Mentioning,"
Says Cologne Gazette**

German comment on the reduction of the St. Mihiel salient naturally attempts to belittle the importance of the operation, and insists that the enemy high command had long been preparing to evacuate it and retire to strong defense positions on a straighter front some distance to the rear.

The Allied press universally has made the obvious reply to this statement—that if the Germans were so glad to give up the salient, and were fully prepared to maintain it at cutting off, but that it is not necessary to belittle the American performance by supposing he gave it up cheerfully, or would have given it up at all if he had not been compelled to.

"Especially the Americans"

The *Frankfurt Gazette* refers to this supposed voluntary evacuation of the salient and adds:

"Ever since the vice clamped about Verdun relaxed its pressure, the German position at St. Mihiel has no longer been of great importance; still it is regrettable that the event should furnish our adversaries, especially the Americans, with the chance to present the operation as a considerable tactical success, as a new link in the chain, especially since, according to the American communiqué, the haul of prisoners does not appear to have been small."

"The enemy attack, which was certainly well prepared, failed in its chief aim, which was the encircling of the German forces. It cannot be denied, however, that it is now the enemy who has the initiative, as is again made evident by the continuation of the attacks toward Cambrai."

The *Strasbourg Post* also seeks to belittle the operation by harping on the enemy's "unwillingness to evacuate the salient."

"The attack between the Meuse and Moselle," it says, "was not a surprise. Naturally the salient could not hold out against a grand attack; further, its evacuation had been prepared for several weeks ago."

Back to Prepared Positions

An official German version of the attack says: "The tempest which had long been threatening on the Lorraine front broke in the form of a strong Franco-American attack against the St. Mihiel salient. The attack was expected, and the evacuation of the completely exposed salient had been in process of execution for several days. The Germans now occupy positions prepared long since on the chord of the arc."

The *Cologne Gazette* provides this doubtful crumb of comfort: "The terrain being unfavorable for a great battle, we have about us with our losses worth mentioning." The *Rhin-Westphalia Gazette* presents an even brighter picture: "We have, thanks to the suppression of the salient, bettered our positions and shortened our line, which permits us to increase considerably our resistance to the enemy's assaults."

300 FEET IN 5 DAYS IS BARRACKS RECORD

**35 Engineers Slam Up
Shacks With Moving
Picture Speed**

When it comes to speed you can't do very much taking away from what 35 men of Company C, Engineers, put over one week not long ago.

They blew into a little burg in France one Monday evening about 9 o'clock and the next morning about 9 o'clock they started in. When they left town Saturday afternoon about 3 o'clock they had built three new barracks, 100 feet long by 20 feet wide.

Not only did they put up the barracks; they put them up out of bar material. They built the sides, and built the roof, having to cut all the rafters. Then they had to plane down the sashes, cover the building with tar paper, both sides and roof, and put oil cloth in for the windows.

It was a large order and a rush one, but although they had to carry the lumber all the way from there to hell—among the three barracks buildings were in different parts of the town—they finished their job and slicked up all the premises in less than four and a half days. Then they moved on to the next job.

"We are just a bunch of Engineers that do anything that there is to be done anywhere," is the way that one of the gang of 35 puts it, in a letter to this newspaper.

SOFT DRINK WARNING TO SERVICES OF A.E.F.

**Soda and Various Table
Waters Are Not Always
What They Seem**

"BILL'S BUG JUICE" BANNED

**Canteen Drinks Must Be Submitted
to Medical Officer Before Dis-
tribution to Army**

Many things set before the eyes of the American in France, unprotected by Dr. Wiley and the Pure Food and Drugs Act, are not what they seem. One of those is water.

The Chief Surgeon, S.O.S., has been investigating table waters, soda waters and other liquid solace for dry throats sold or distributed by the various services catering to the wants and thirst of the A.E.F. The consequence is a circular letter of warning and instruction to the Y.M.C.A., K. of C., A.R.C., and Y.W.C.A.

To begin with, the Chief Surgeon found that many table waters, widely sold, for some of which medicinal properties are claimed and for all of which purity is advertised, contain "such numbers of intestinal bacteria as to be unsafe for use." There it was found that soft drinks are not uncommonly prepared with water not marked "water for drinking," or not chlorinated, and are therefore unsuitable, and forbidden, for soldiers.

The ingredients added to these waters in making the soft drinks do not counteract the pollution. A variety of drink made with a raspberry syrup and sold by one Y.M.C.A. canteen under the name of "Bill's Bug Juice" was found to be all that its name implied. The Chief Surgeon's office isn't sure that it is Bill's, but is certain that it is somebody's bug juice.

The Chief Surgeon's letter informs the four services that, before offering for sale any waters or drinks, bottled or otherwise, to the A.E.F., they must submit samples to the medical officer responsible for the sanitation of the district in which the distribution is contemplated, and that, if necessary, laboratory examinations must be made to establish the character of the moist stuff in question.

HIS IDEA OF HUMOR

"They tell me Private Wag has quite a reputation as a humorist."

"Humorist? Well! His idea of a good joke is to write 'Yes' every time a form says 'Thank.'"

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HERE AND THERE IN THE S.O.S.

A certain major is chuckling to himself these days over a joke played on him recently by a former officer of his when he was stationed at a base port.

It seems that the major had attempted to secure from the French authorities a large unused market house for the assembling and repair of automobiles. On account of the increase in work at the station, the big building was very badly needed, and the major brought all his diplomacy into play to secure it from the French. He is no mean diplomat and his bag of tricks is large, but he finally gave up the quest after he had fought his way against the police refusals and "cost impossible" of all the local officials, high and low.

The junior officer who succeeded him was of the go-getter type, too, and he also made up his mind that the station needed that building and must have it. He went over the same route as the major and a little farther. In fact, he didn't stop. It is said, until he had reached the President of the French Republic and impressed him with the fact that the final victory of the Allies would be retarded quite a bit unless the A.E.F. secured the use of the market house right against the police refusals and "cost impossible" of all the local officials, high and low.

The first thing he did was to have one of the keys of the house, the regular French kind that requires a good sized key to carry around, goldplated and mounted on green baize like a trophy. Then he took it to the major with a neat little plaque on which was inscribed, "Key to the market house we couldn't get."

The major has it hanging on the wall of his office now as a reminder that he can really get anything if you go high enough.

"There are some blamed good heads in this A.E.F. outfit," said the barber in a big base hospital. "I mean well shaped heads." It is his job to give the boys the "all over" as they leave their beds and get around.

"And that's the reason I have noticed the heads so much lately," said the hospital barber. "Over in the States, I trimmed hair in one of the biggest shops in the east, where all the big moguls of the city had their barber work done. I have studied heads some and I want to say that the average head over here is a pair with any of the old heads I used to dress up. A great many of the A.E.F. men have squareheads. They're

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